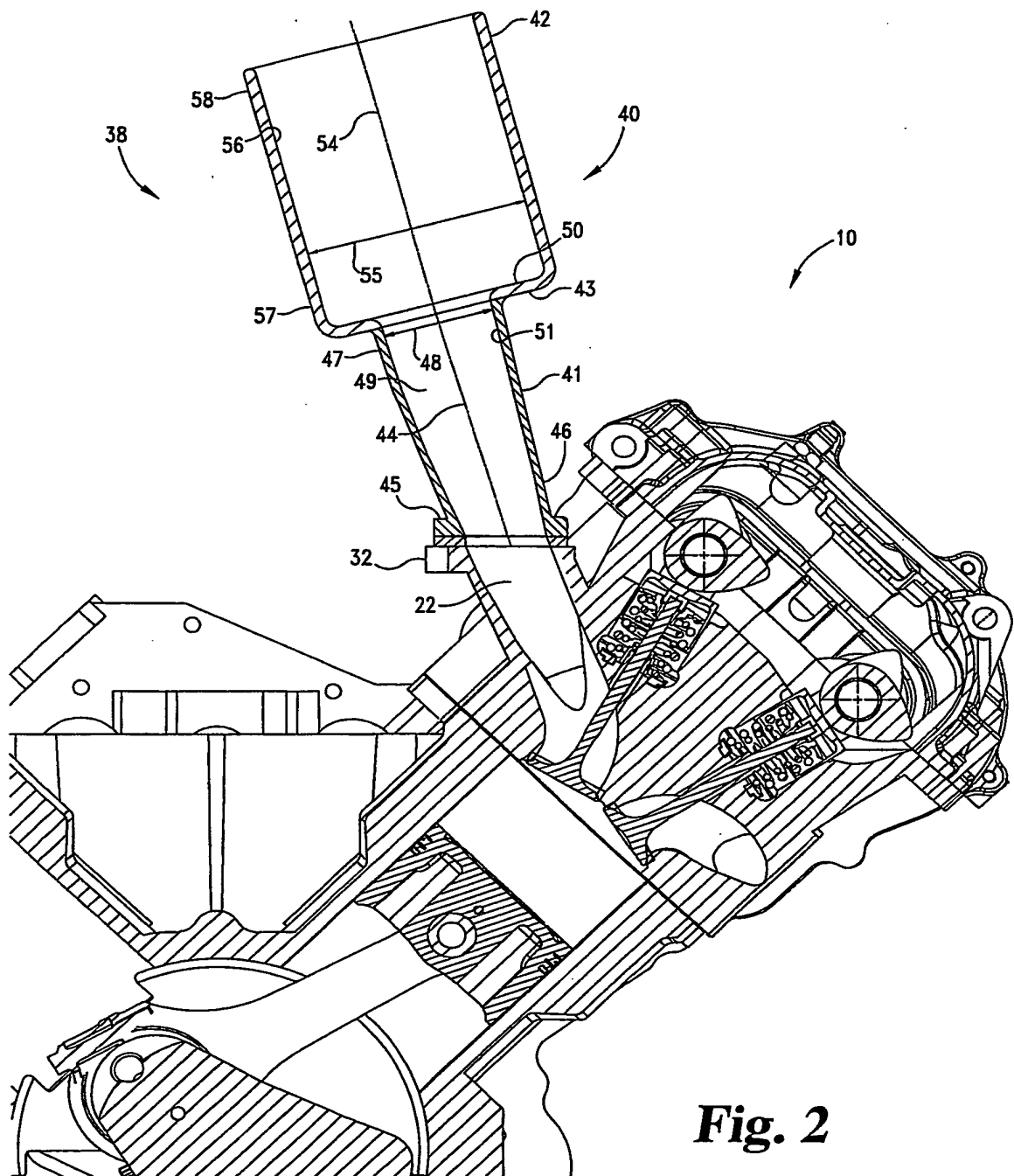
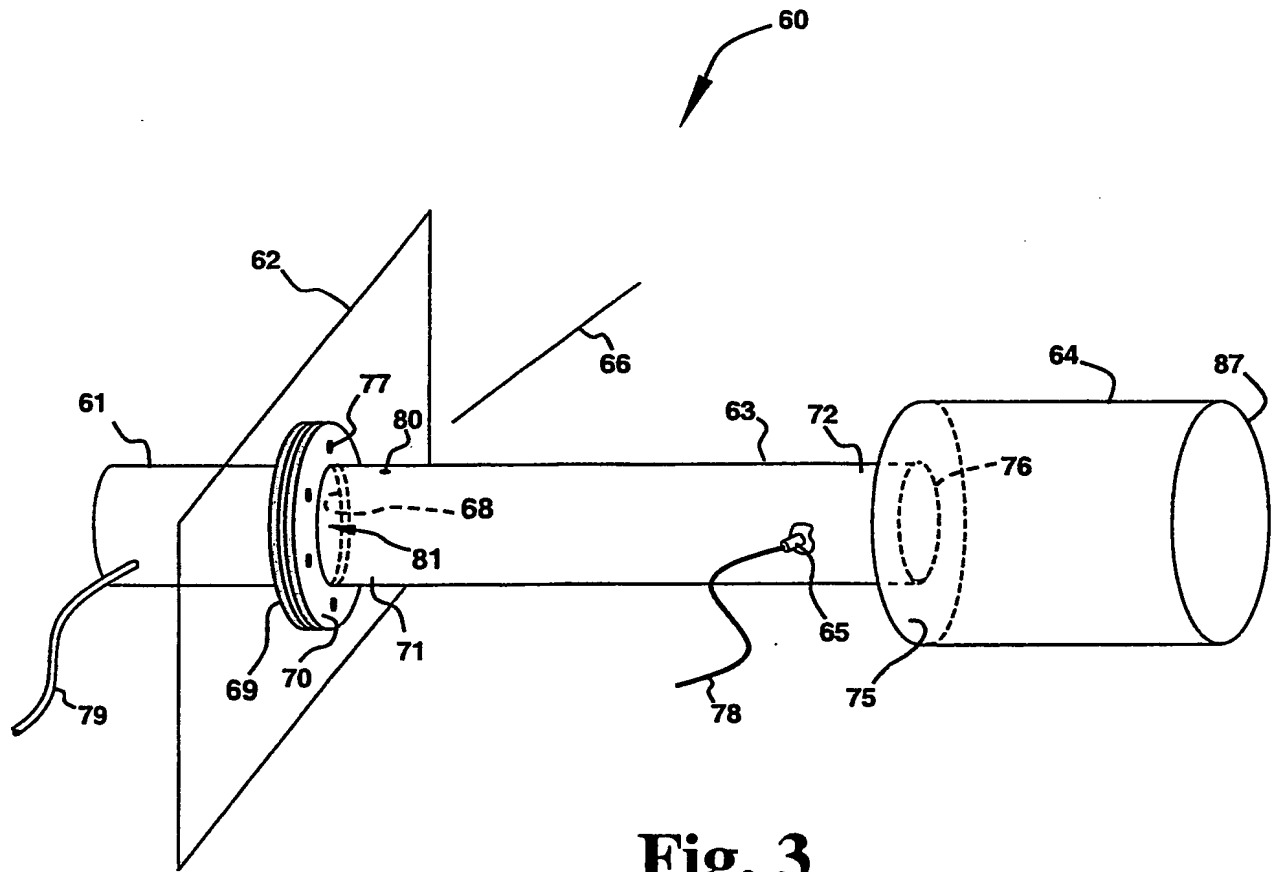


Fig. 1



3/25



Real Time Pressure Transducer Values for
Various Upper Tube (Trumpet) Diameters

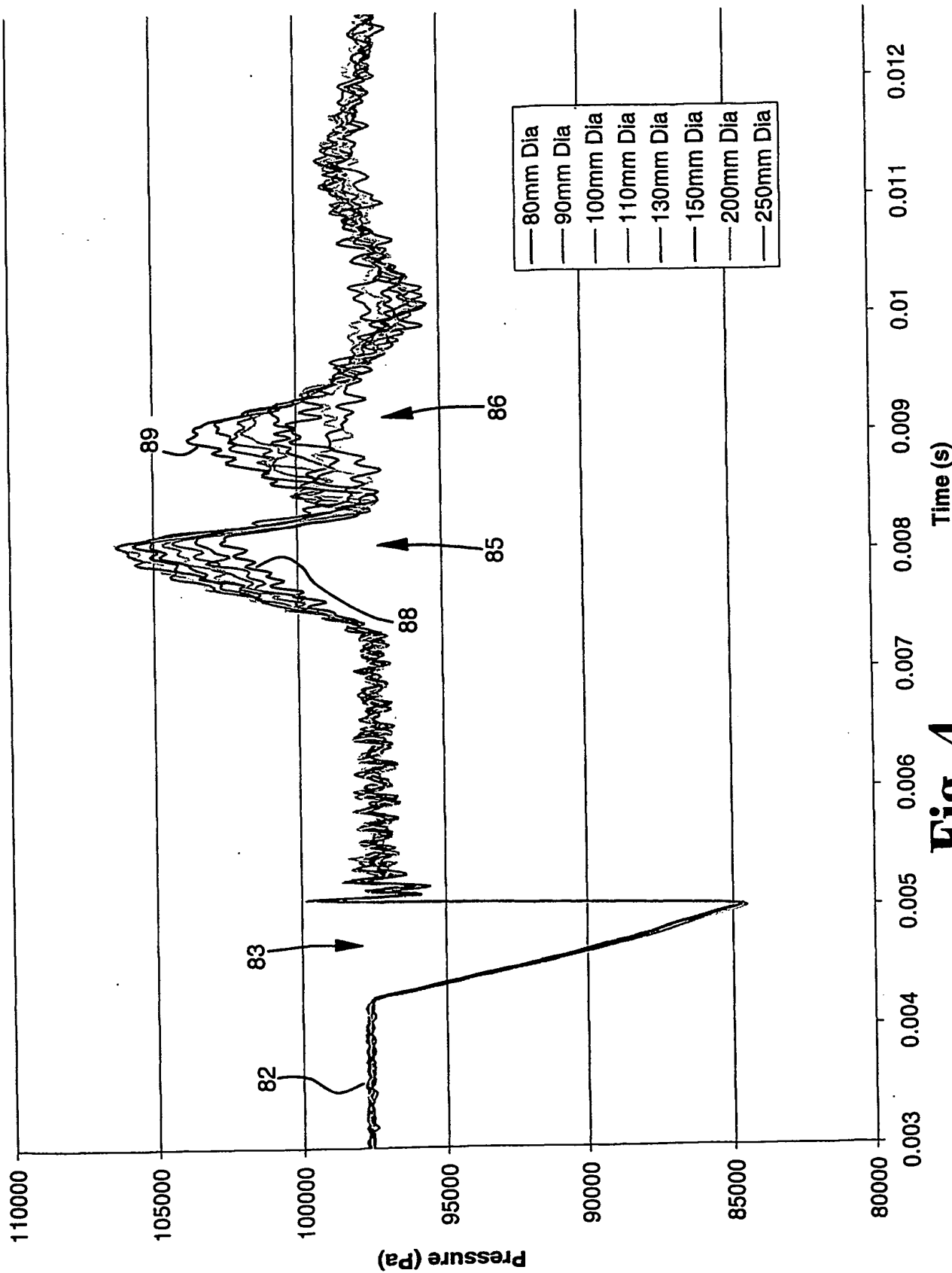


Fig. 4

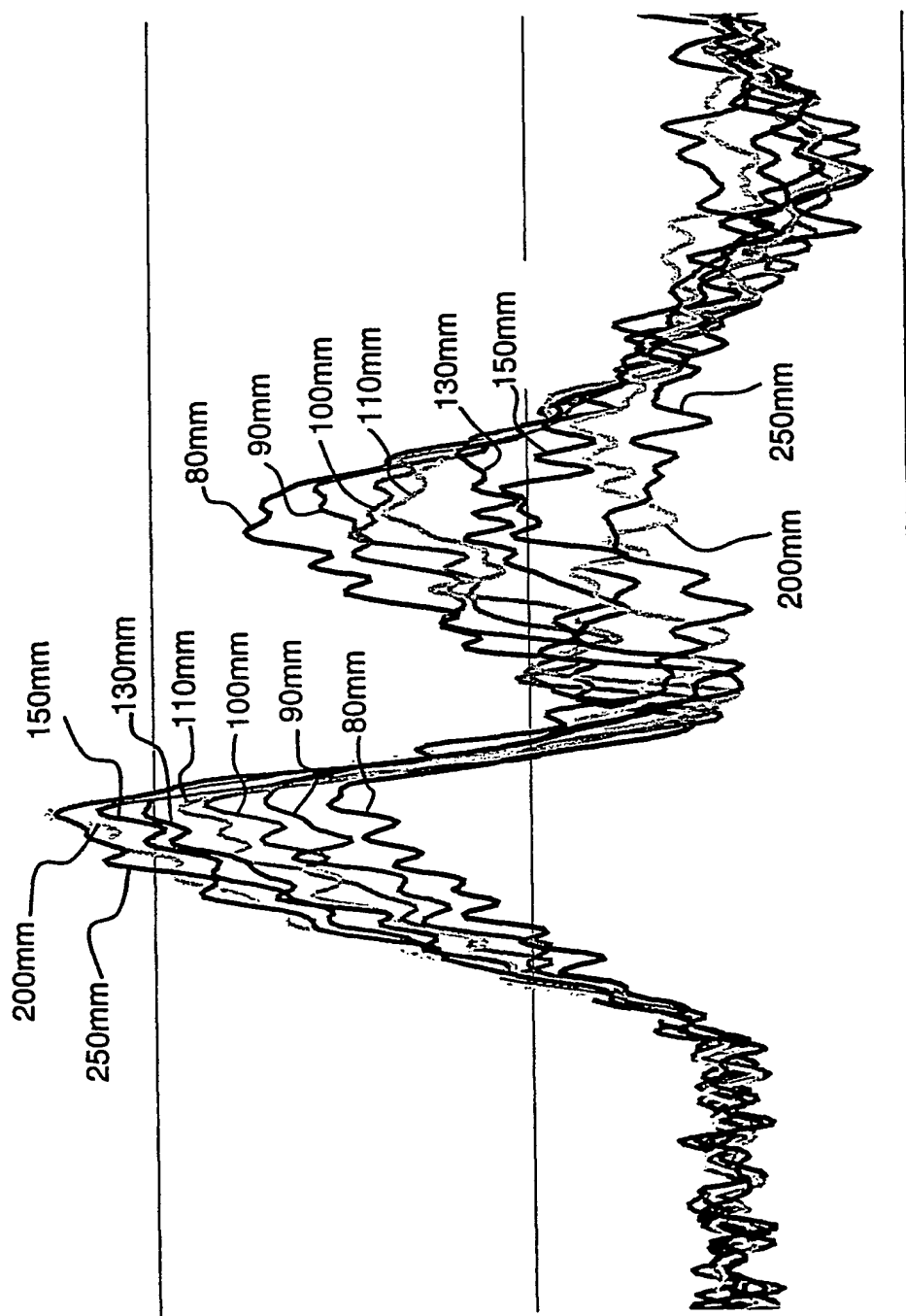


Fig. 5

6/25

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 80mm Diameter

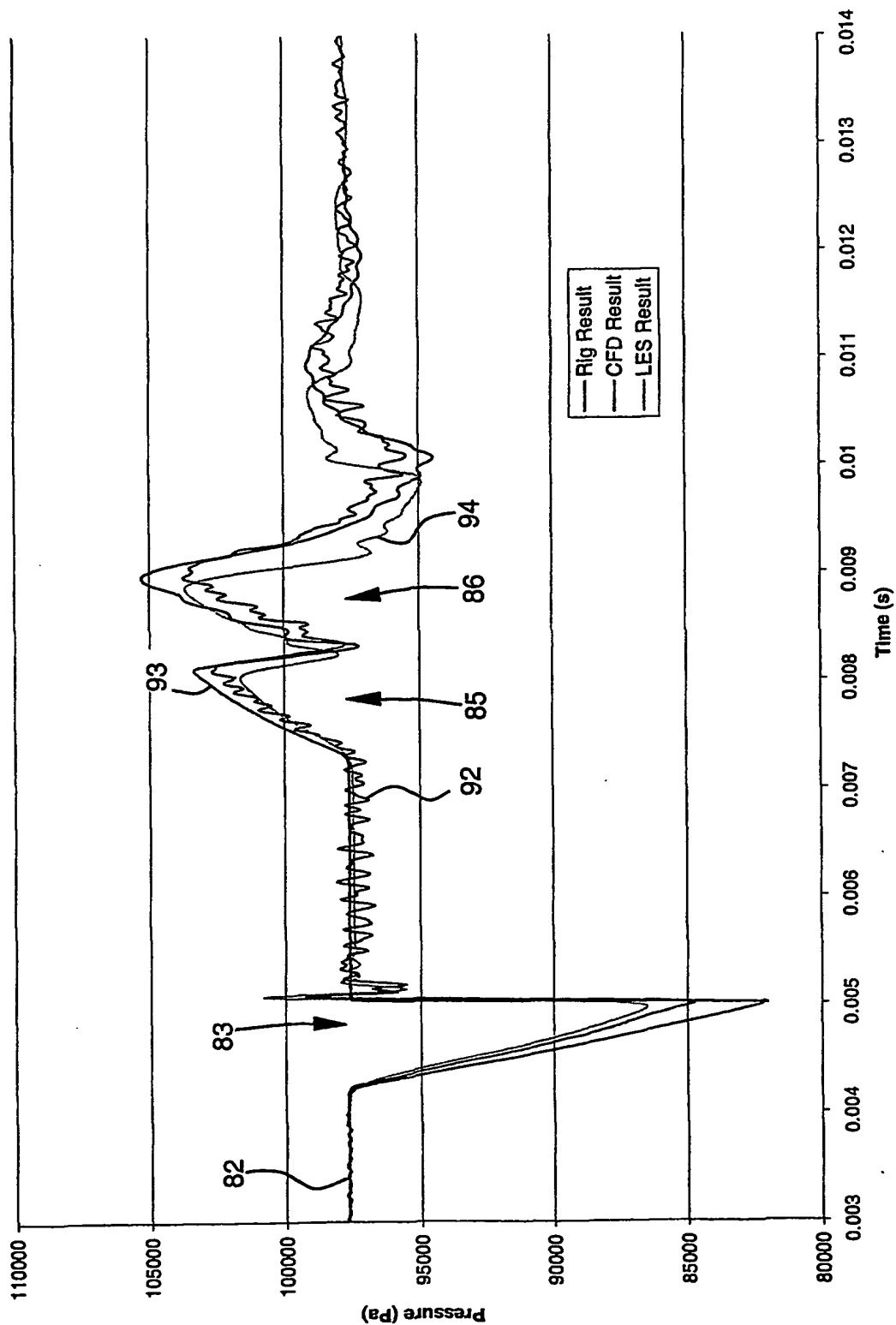


Fig. 6

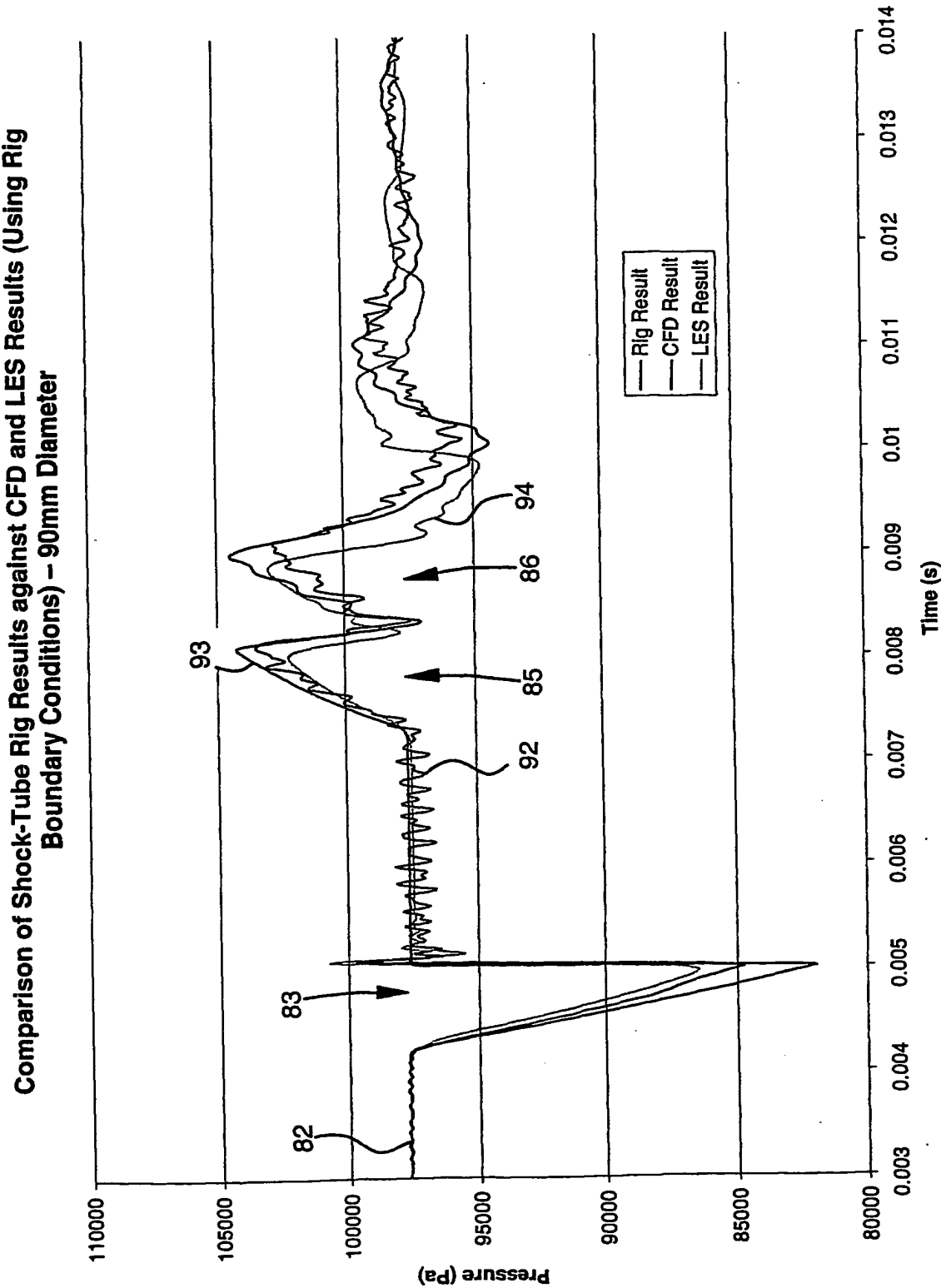


Fig. 7

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 100mm Diameter

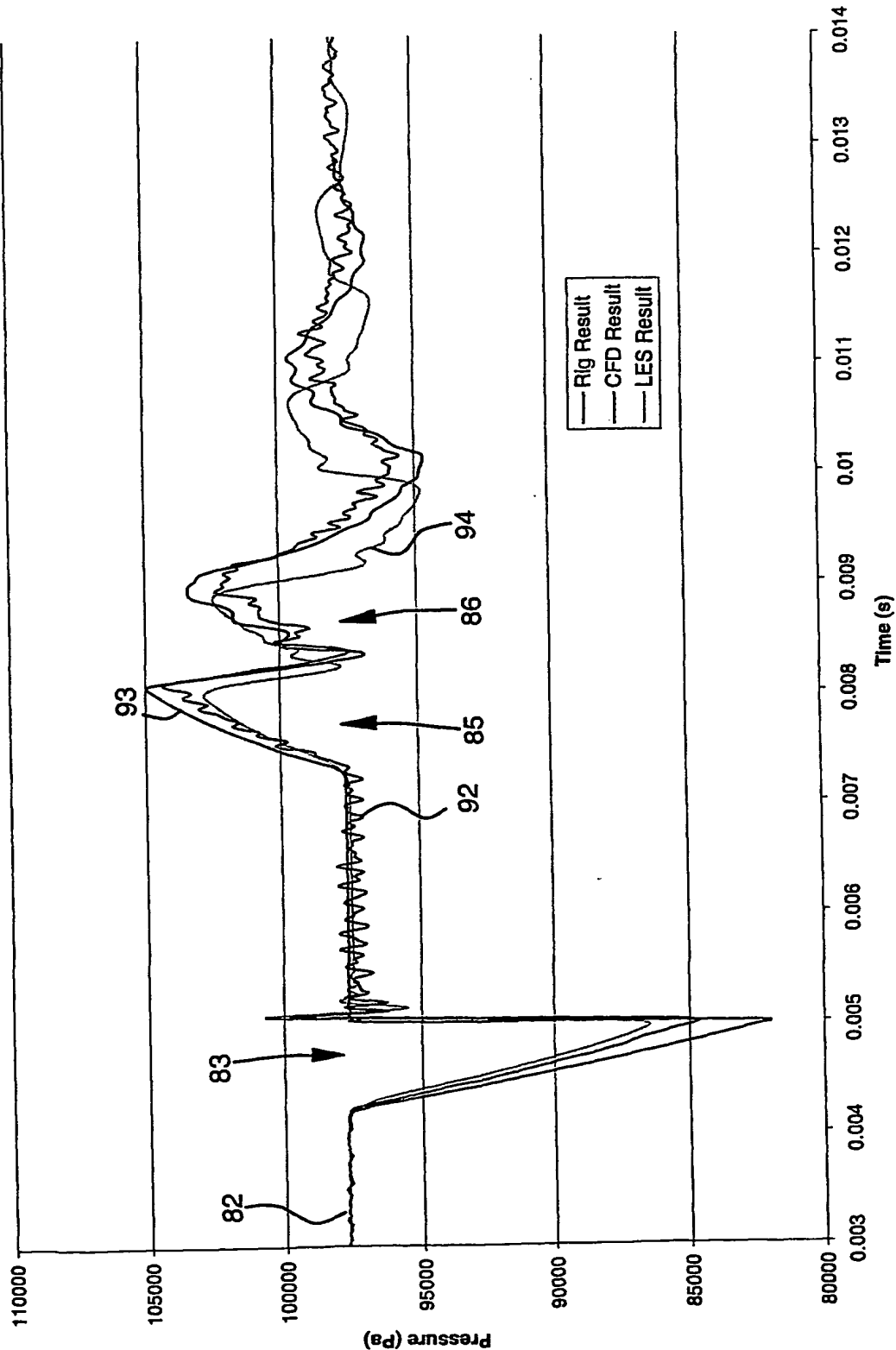


Fig. 8

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 110mm Diameter

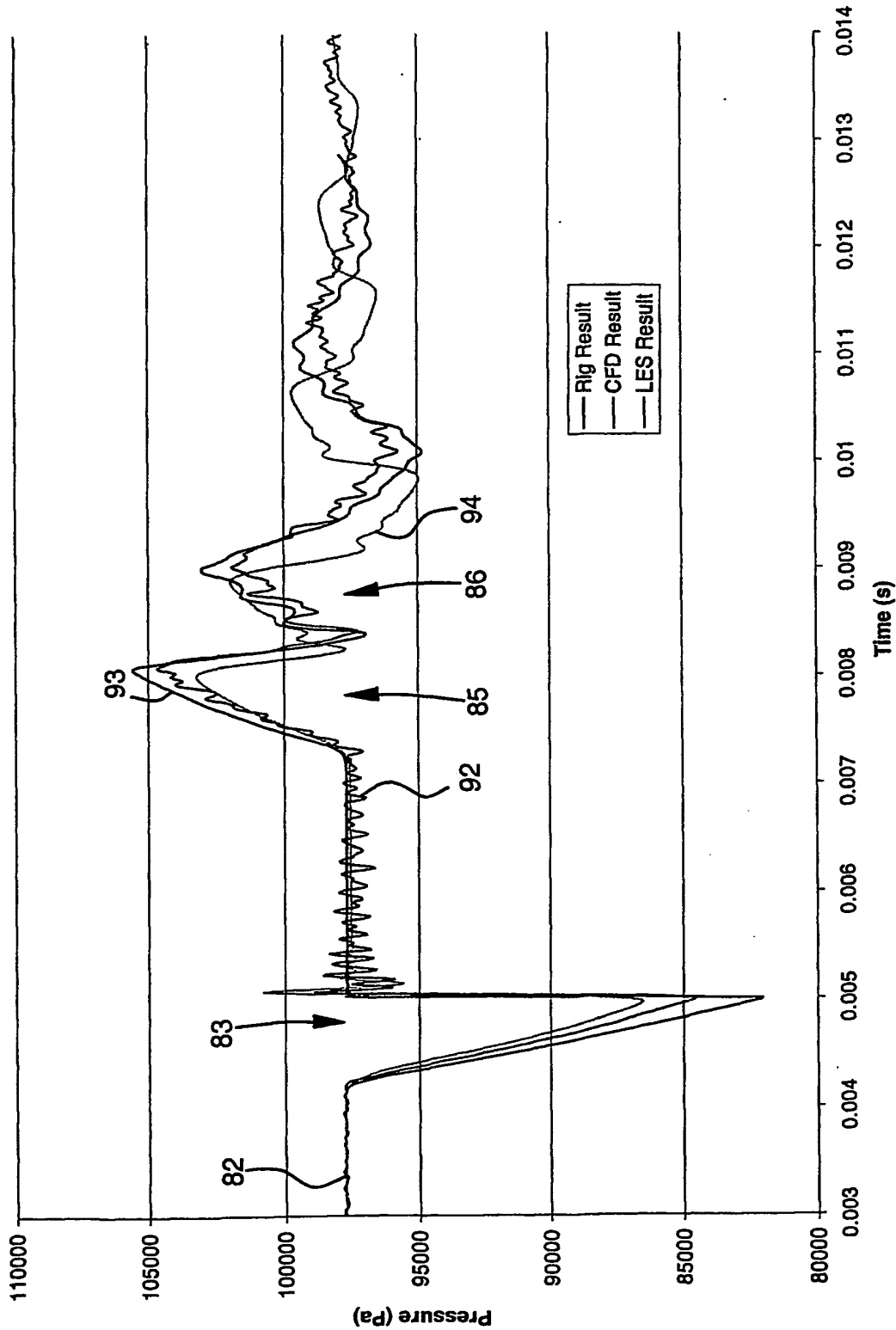
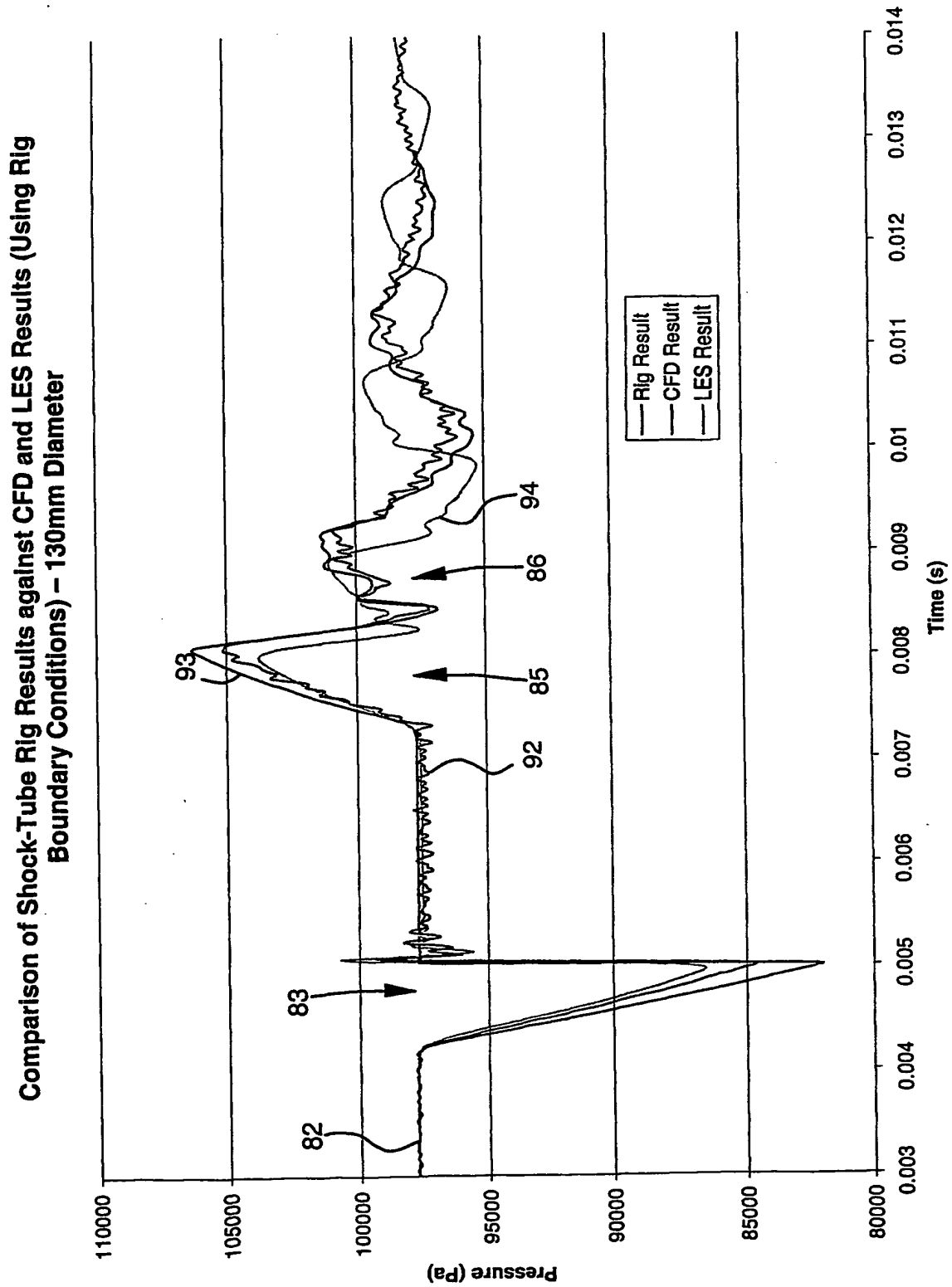


Fig. 9

10/25

**Fig. 10**

11/25

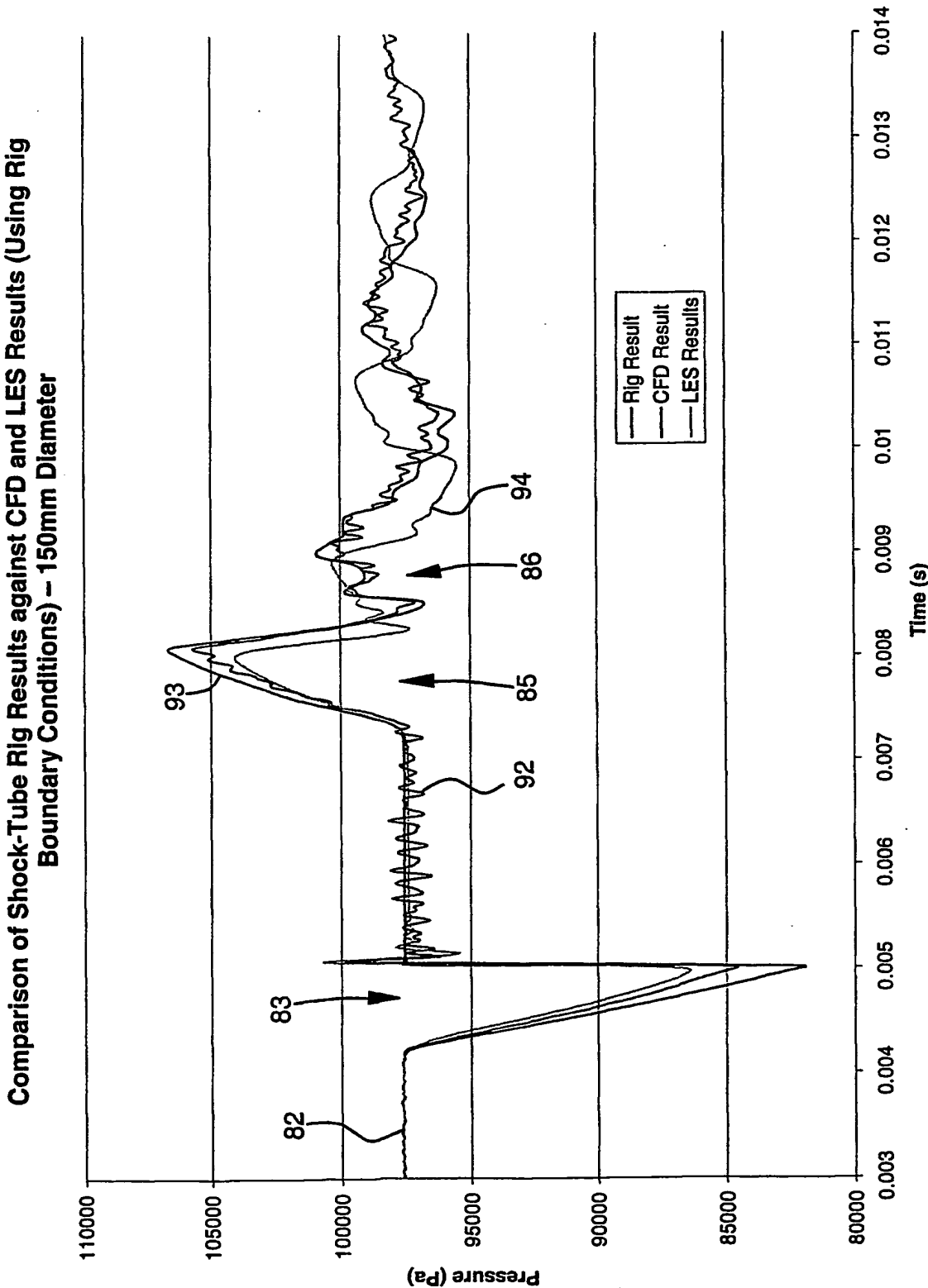


Fig. 11

12/25

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) - 200mm Diameter

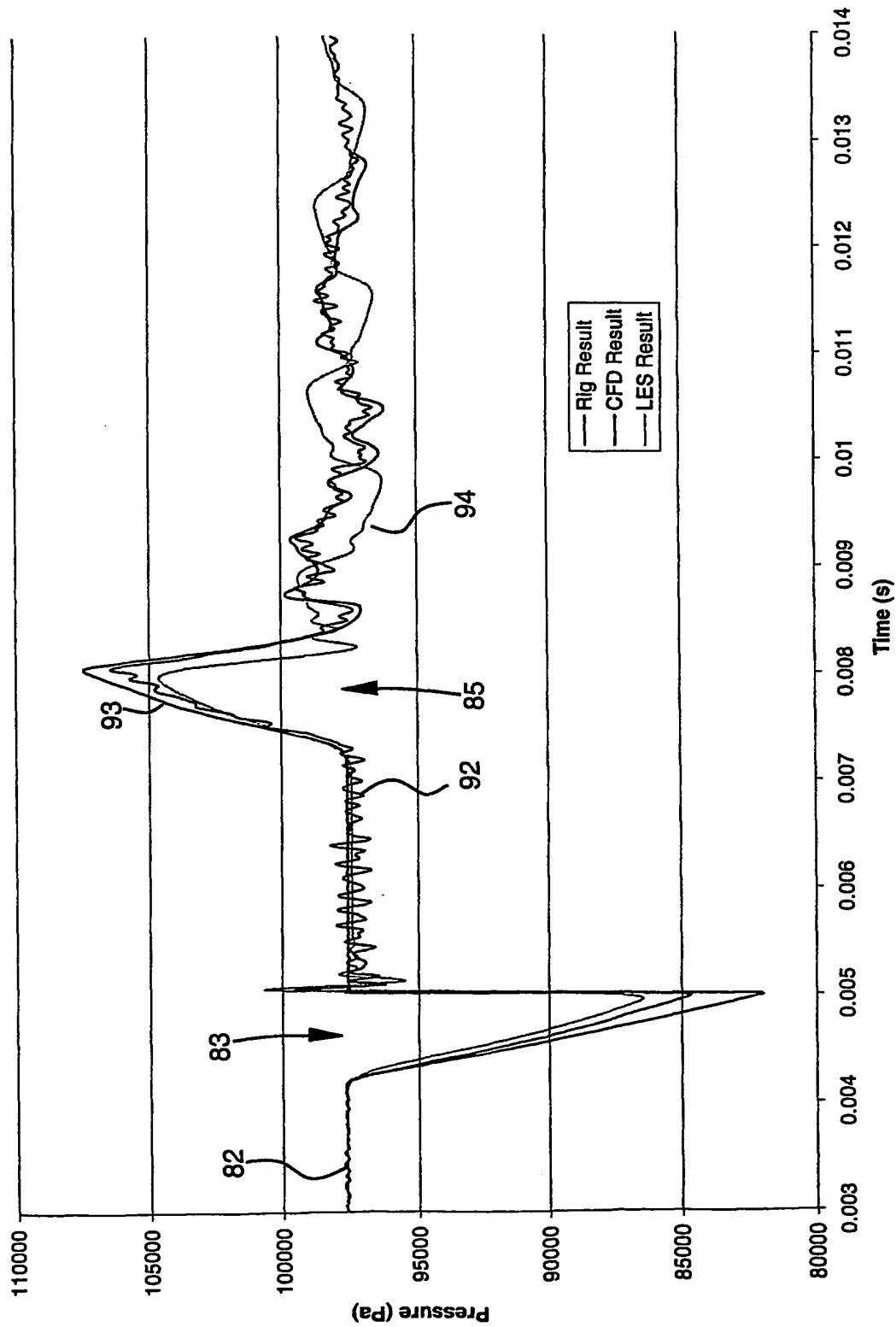


Fig. 12

Comparison of Shock-Tube Rig Results against CFD and LES Results (Using Rig Boundary Conditions) – 250mm Diameter

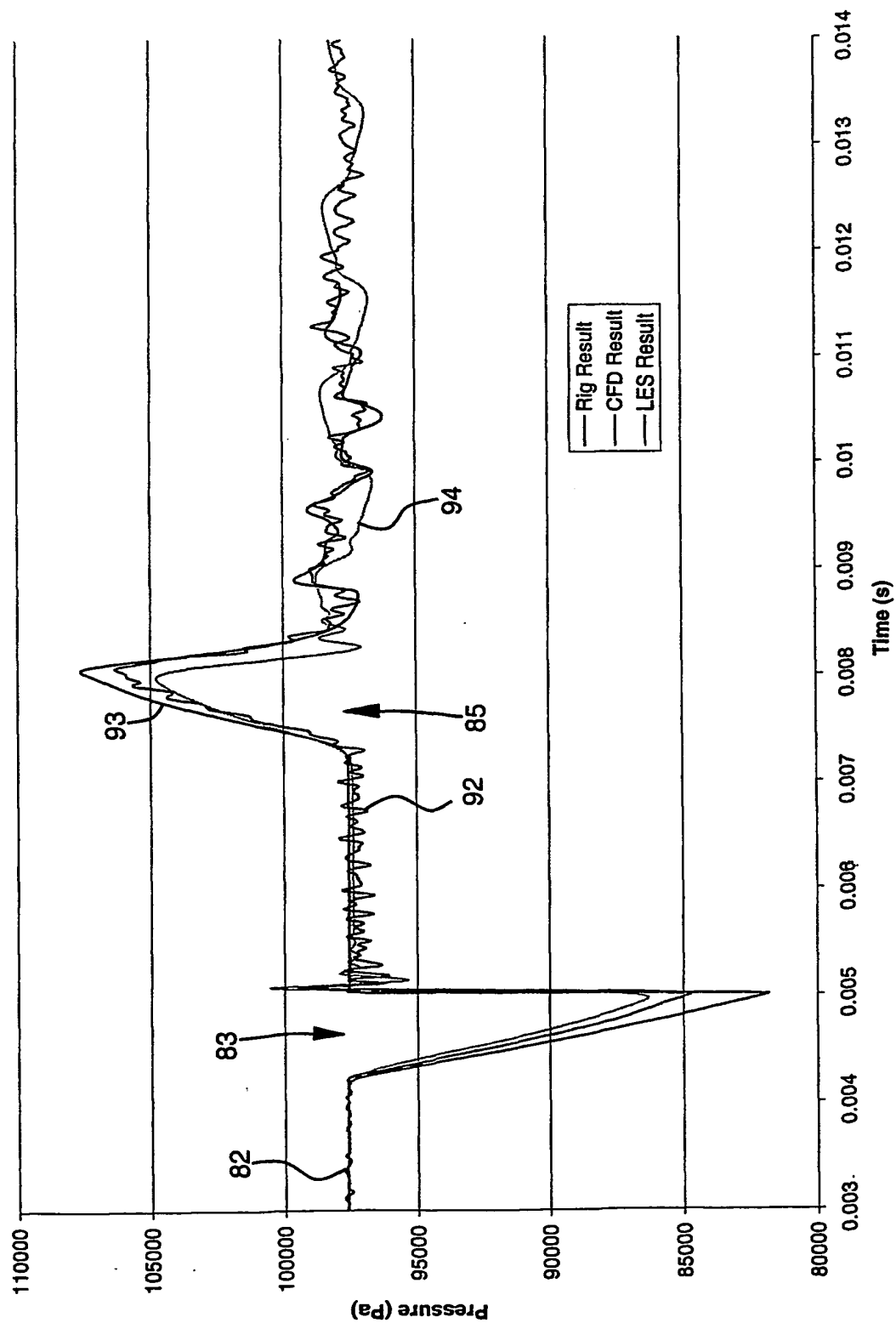


Fig. 13

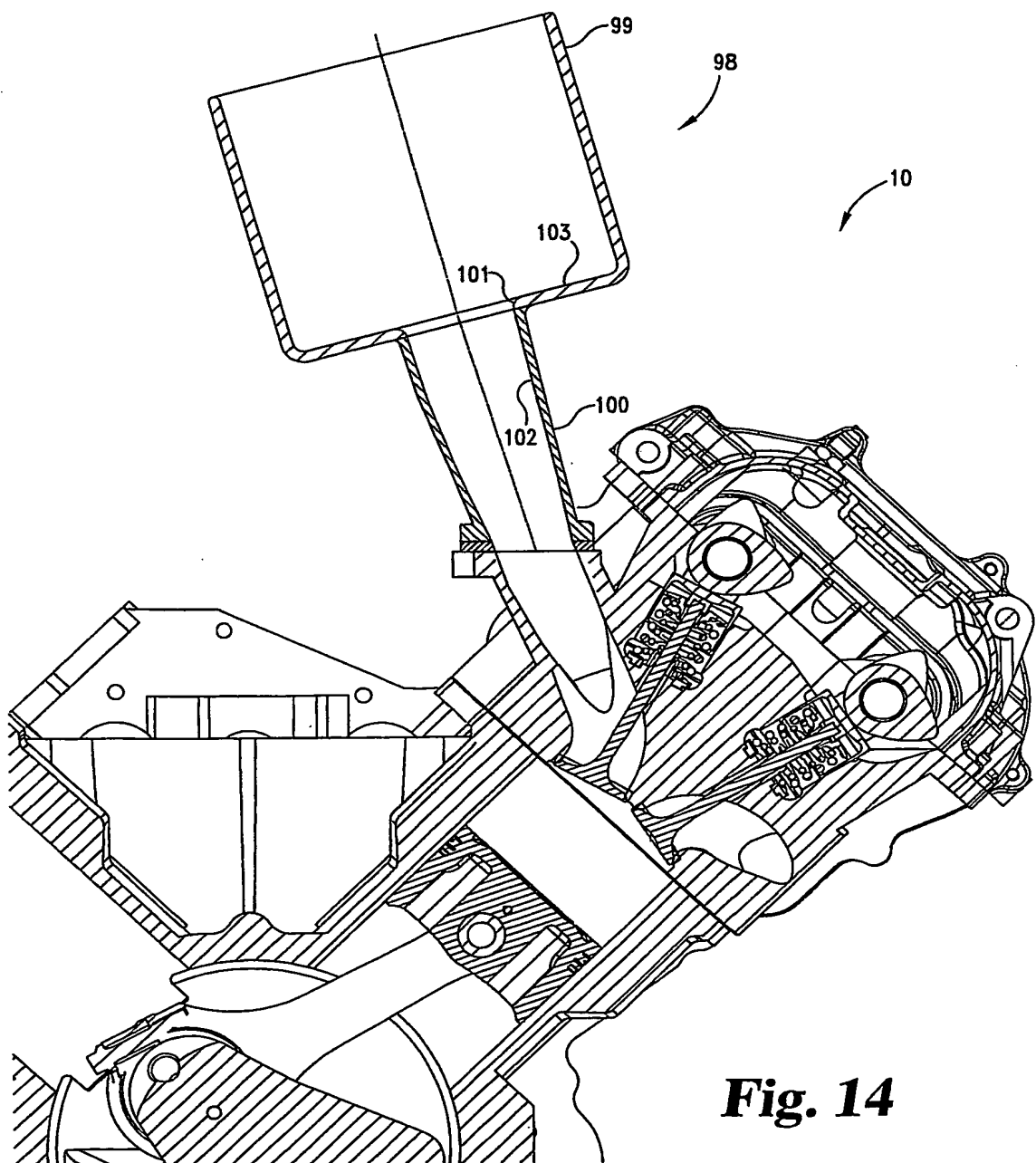


Fig. 14

15/25

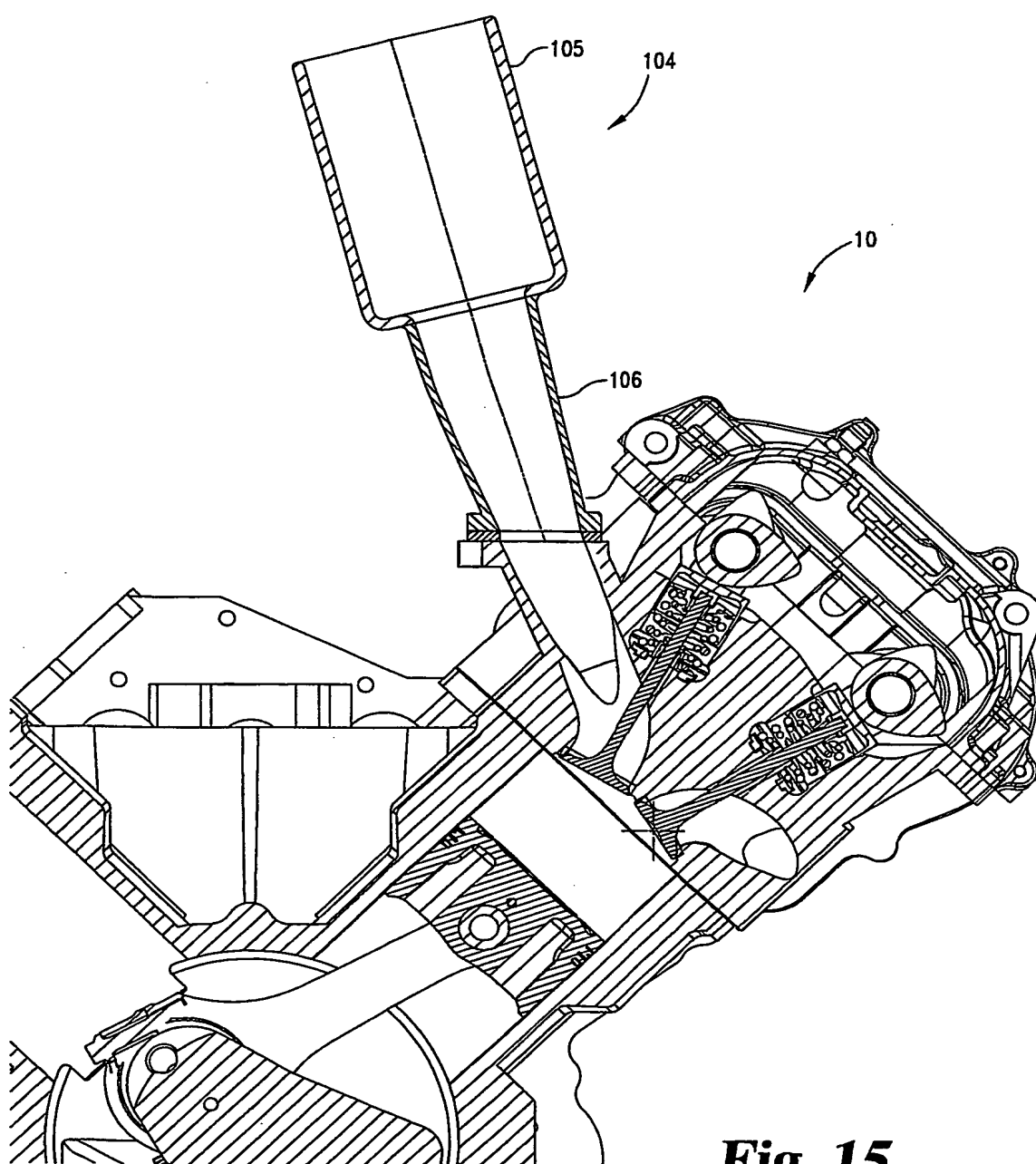


Fig. 15

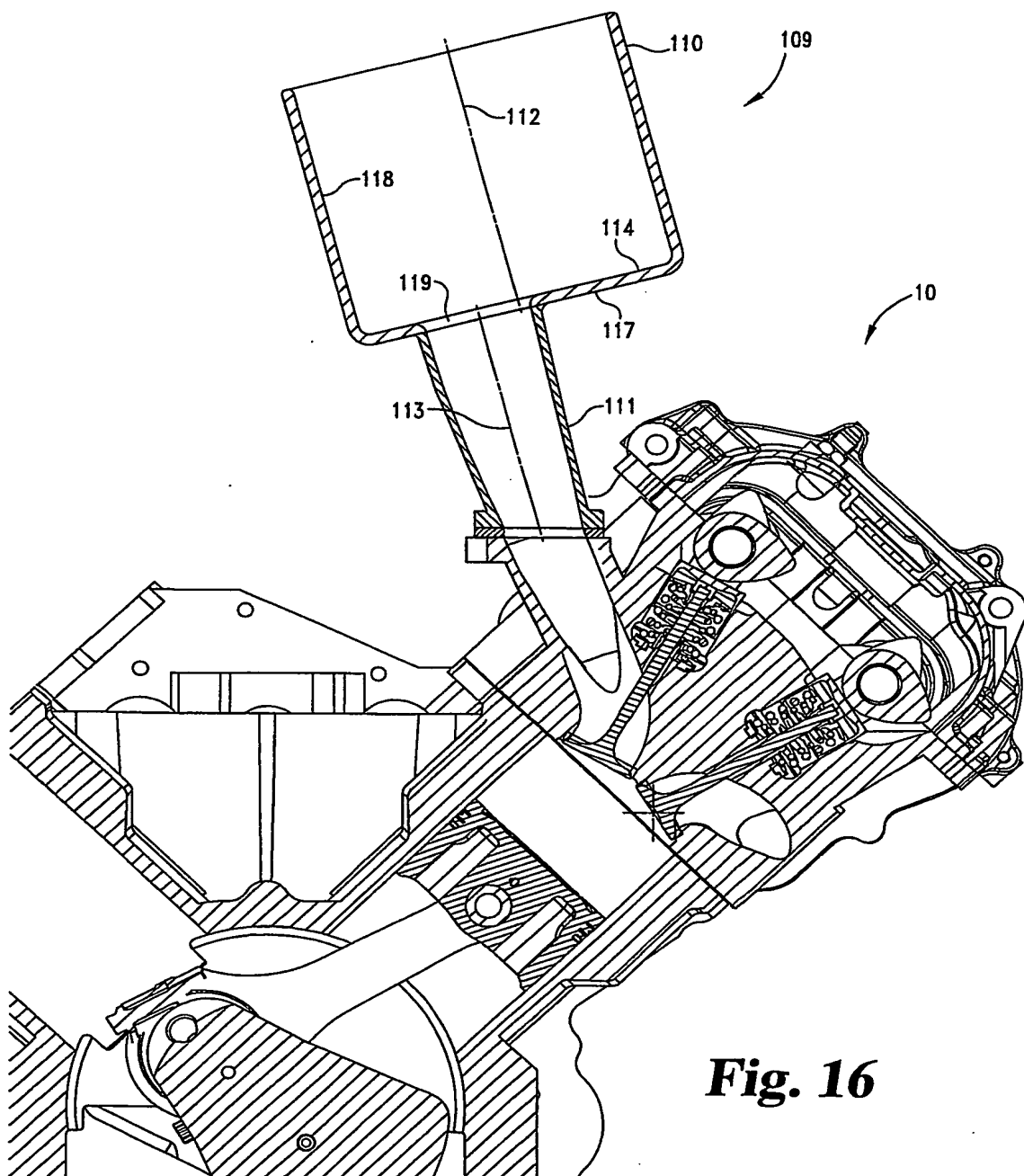
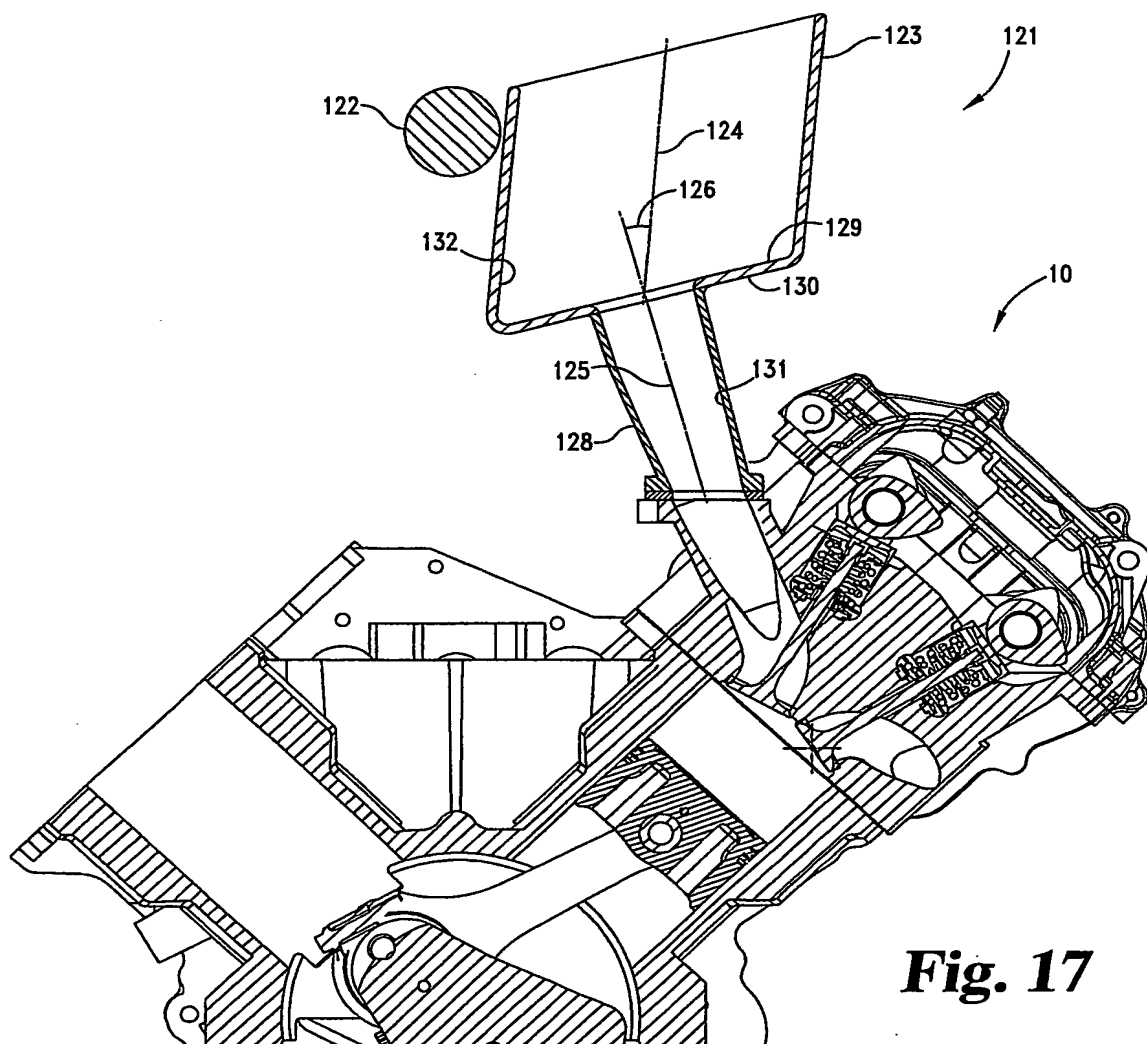
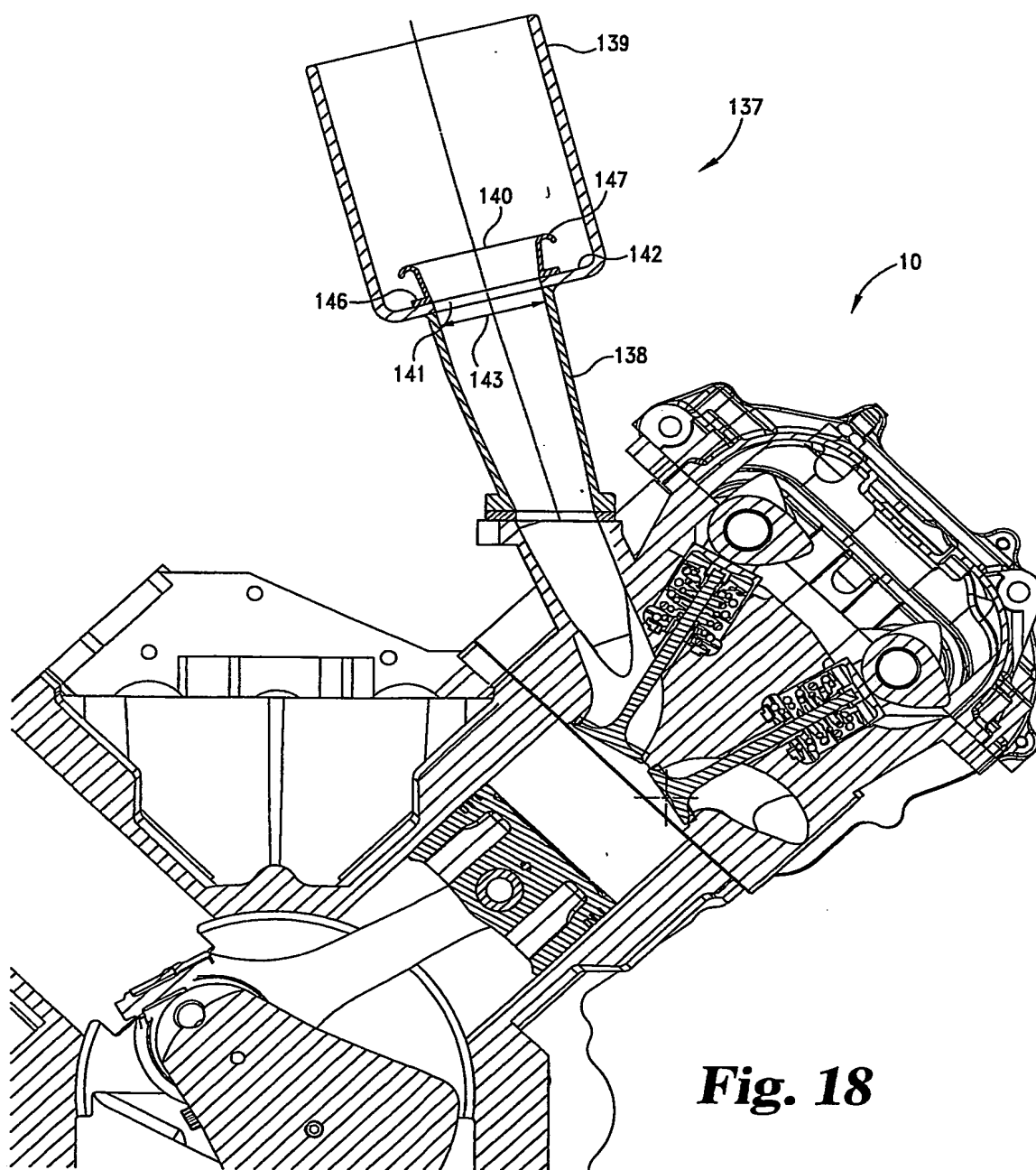
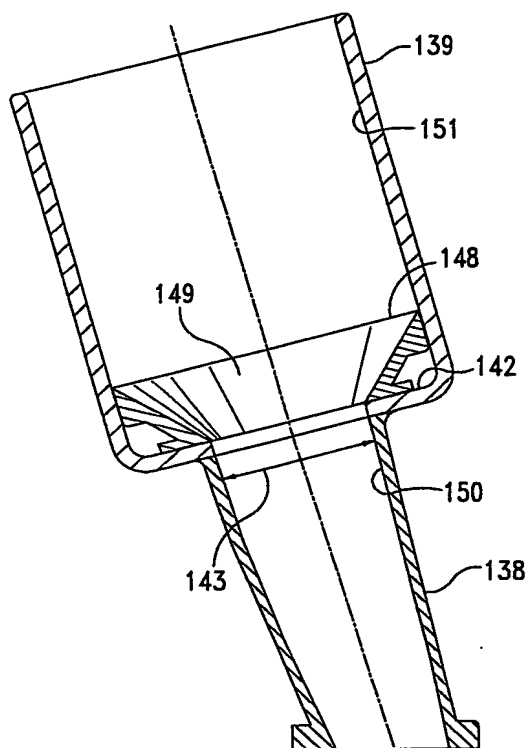
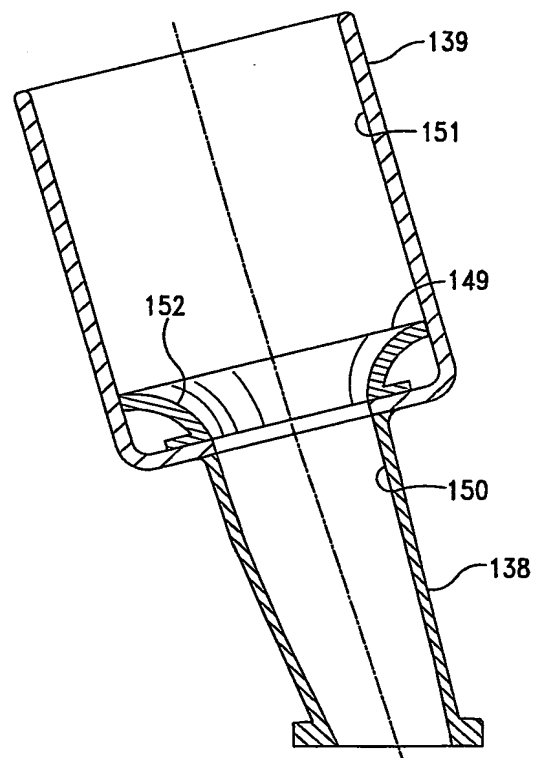


Fig. 16





**Fig. 19****Fig. 20**

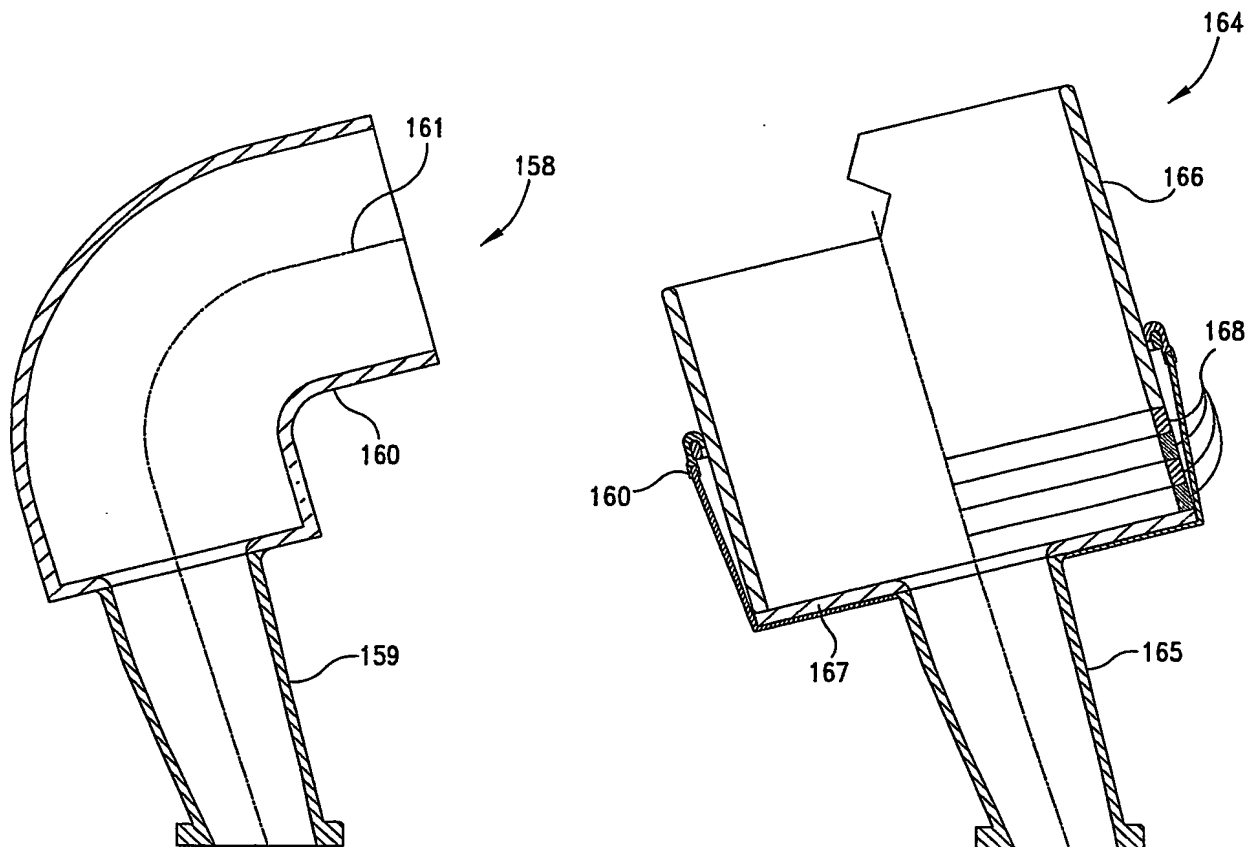


Fig. 21

Fig. 22

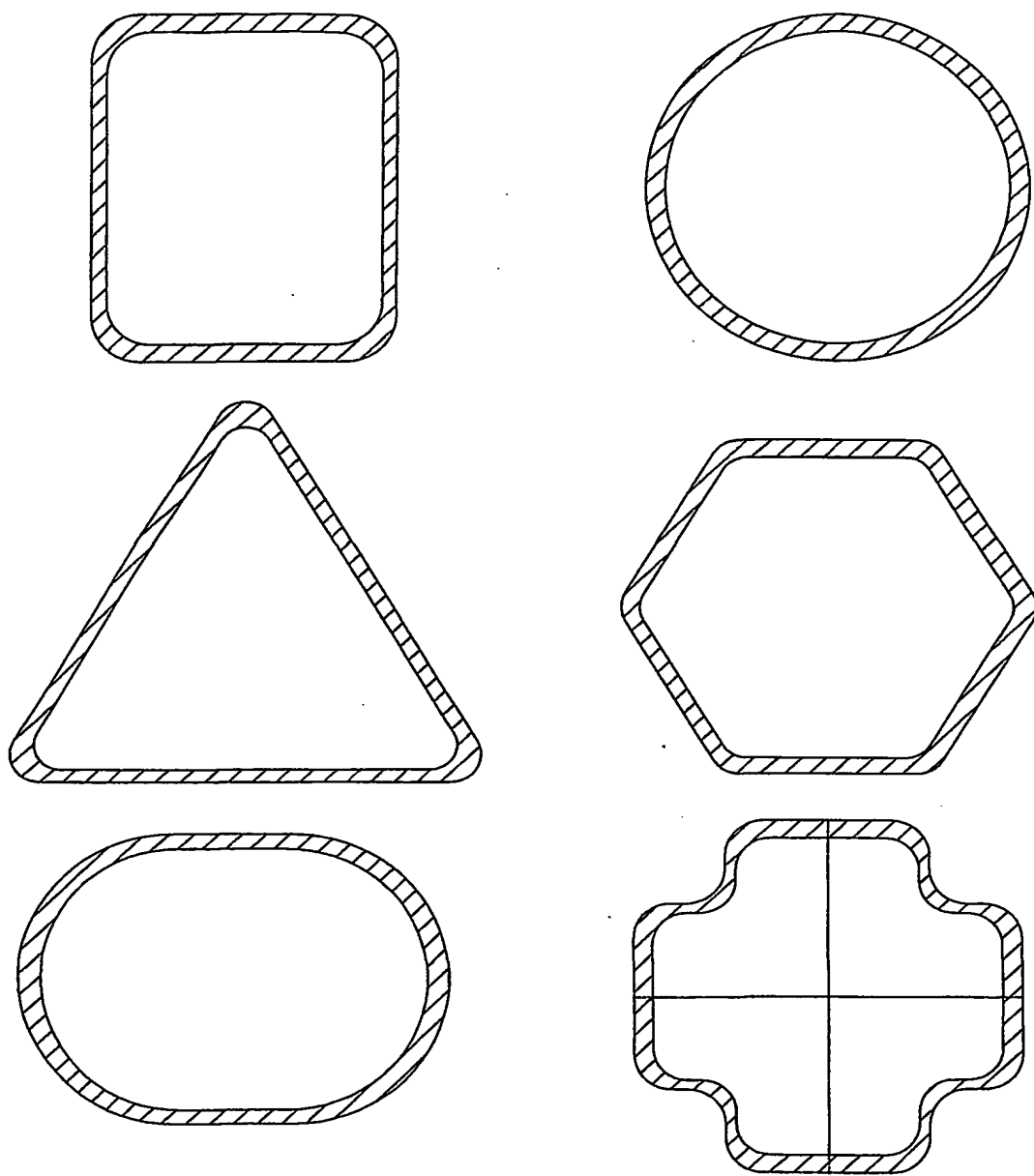
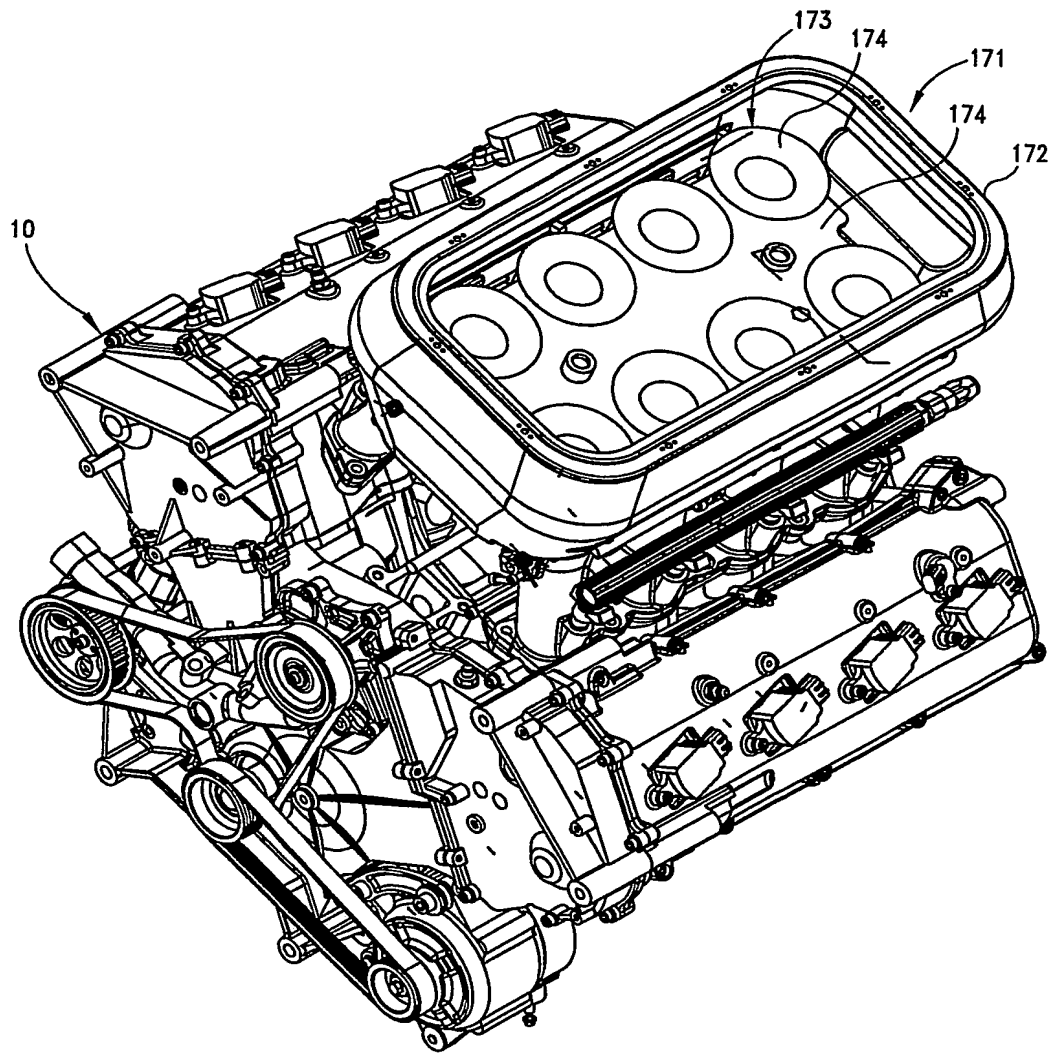
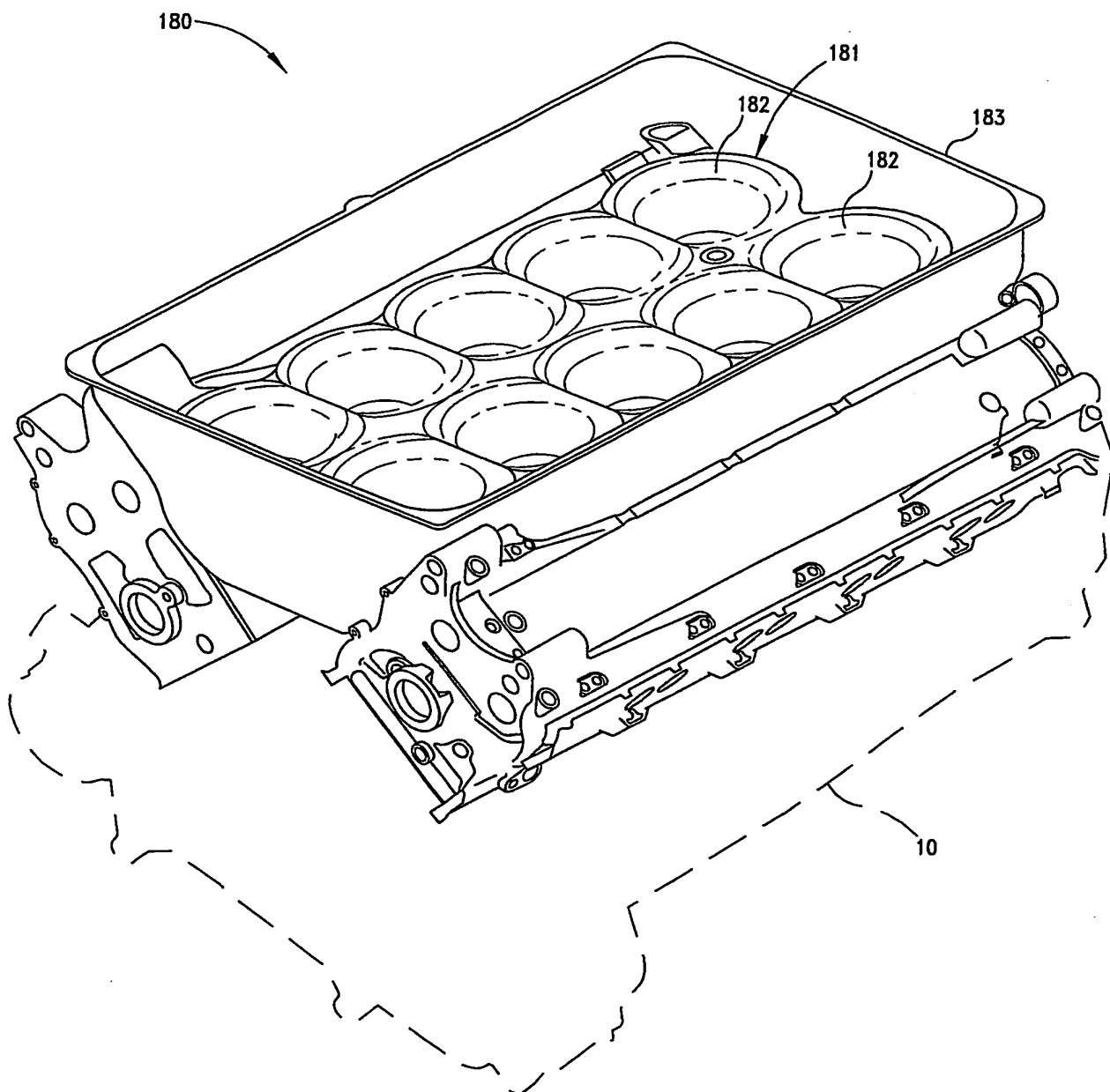
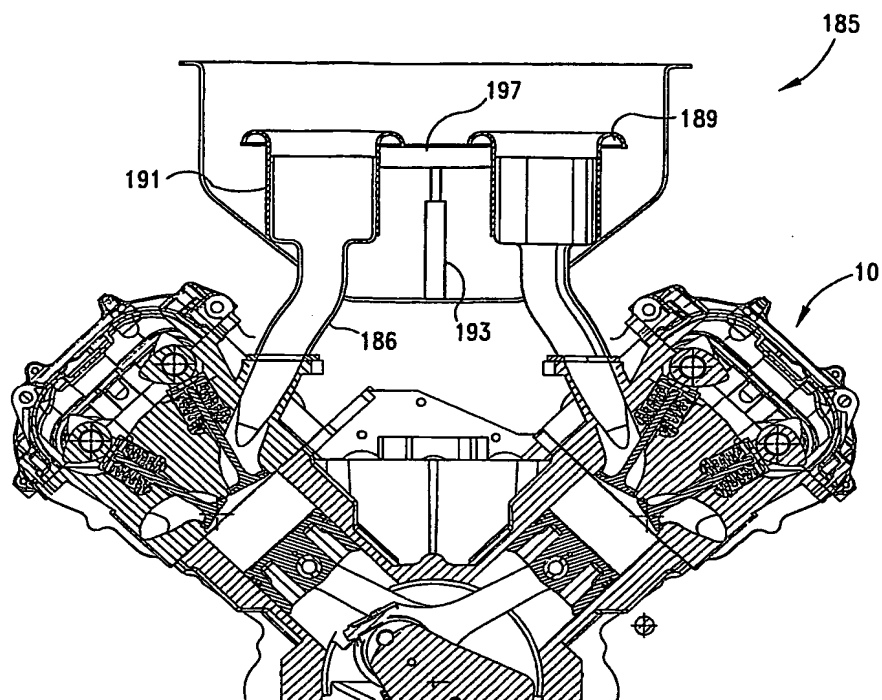
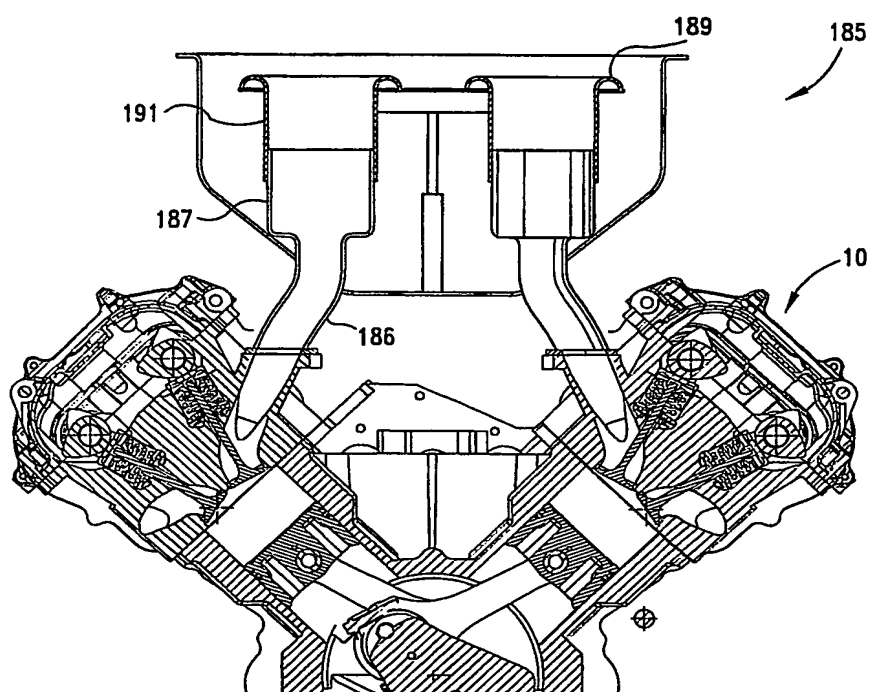


Fig. 23

**Fig. 24**

**Fig. 25**

24/25

**Fig. 26****Fig. 27**

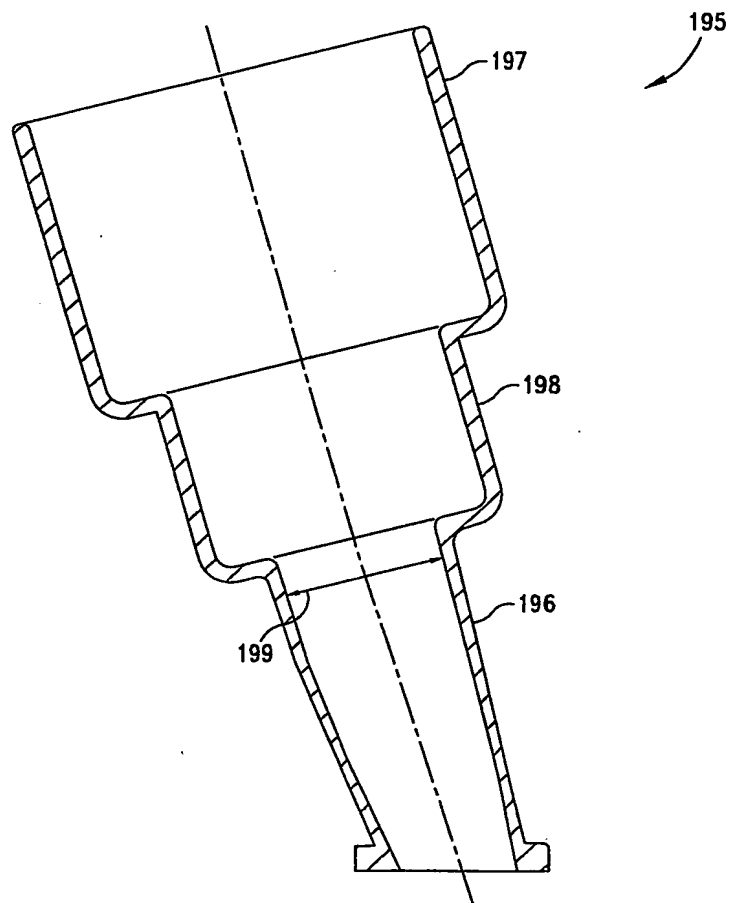


Fig. 28